

## AIRSHIP COLLAPSE FATAL TO BEACHEY

Structural Defects of Monoplane Cause Fall and Daring Aviator Drowns.

MACHINE TAKES PLUNGE  
INTO SAN FRANCISCO BAY

Noted Airman Was First to Circle  
the U. S. Capitol—His Many  
Exploits.



LINCOLN BEACHEY.

SAN FRANCISCO, March 15.—Structural defects in his new monoplane, not ability to control the craft, are believed by local aviators to have been responsible for the death of Lincoln Beachey, who, while flying over the Panama-Pacific exposition grounds yesterday, fell into San Francisco bay and was drowned. The wings of the aeroplane had crumpled under the pressure of "banking" after an almost perfect circular glide of 2,000 feet. Yesterday was the first time Beachey had made a public flight in the monoplane, his previous flights here having been in a biplane, over which he had perfect control. The aviator was extremely brave as he took his seat in the machine and, according to his mechanics, he seemed to have a premonition of trouble, but was determined to please the crowd of 20,000 persons.

Beachey's Mother Collapses.  
Beachey's aged mother, Mrs. Amy Beachey, who lives in this city, collapsed when told of her son's death, and is under the care of physicians. Beachey made the statement several days ago that if he should find himself falling he would head his machine to sea, so as not to fall on the exposition crowd. He kept his word, his fall into the bay being about fifty yards from shore. The body was found by a sailor on the battleship Oregon, who made two descents in a diving suit.  
Miss Ethel Shoemaker, Beachey's fiancée, was not told of his death until today. She believed him to have been only injured.  
Military Beachey, a brother of the aviator, witnessed the tragedy. He was standing on the deck of the United States transport Crook watching the flight. He said he heard a crackling sound like the breaking of a ship's mast. He cried out as the monoplane began to plunge toward the bay. It fell only a few feet away from the transport.

Lincoln Beachey was regarded as the most skillful and daring of American aviators. He earned his reputation long before the French flyers, headed by Pegoud, began to glide through the air upside down. Beachey was in retirement when these feats were recorded, and was drawn back into the same by his desire to exceed the remarkable flying of the Frenchmen.  
With an aeroplane of small wing surface he flew upside down, made spirals while he flew downward and looped the loop.  
Native of San Francisco.  
Beachey was born in San Francisco in

September, 1887, and made his first flight in 1905, at Oakland, Cal., piloting a dirigible balloon. In 1906 he circled the Capitol at Washington. He soared over New York city in July, 1907. His motor failed, and the wind whirled the dirigible across the river, wrecking it. His first heavier-than-air machine, a monoplane, was wrecked at St. Paul in 1910. He made a successful flight in Los Angeles, but then wrecked another flyer.  
May 5, 1911, he was the first man to circle the Capitol in Washington in an aeroplane. He then started the world by flying over Niagara Falls. Later he won the first intercity aeroplane race in America, flying from New York to Philadelphia.

Prominent at Chicago Meet.  
He was the most prominent figure in the 1911 Chicago aviation meet, spiraling at sharp angles.  
Early in 1913 Beachey announced that he had made his last flight, asserting that he felt partly responsible for the deaths of nine aviators who had tried to emulate him. When the deeds of the daring Frenchmen were chronicled he returned to flying in October, 1913, at Hammondsport, N. Y., his machine swept several spectators from a roof, killing one.  
Beachey boasted that 20,000,000 persons had seen him fly.

BEACHEY THRILLED CAPITAL.  
Daring Aviator Appeared Several Times in Washington Flights.

Lincoln Beachey was well known in Washington, where he appeared several times in aerial stunts that took the breath of watching thousands. He first attracted attention here in 1906, when in his original dirigible balloon he flew the length of Pennsylvania avenue from the Treasury to the Capitol and circled the dome of the Capitol several times. The flight on that occasion was made in a small dirigible of Beachey's own construction, and he afterward built machines of the same type, considerably larger, with which he gave exhibitions here and at many places throughout the United States.

Later he took up aviation work with biplanes and monoplanes, and while invariably disclaiming any intention of appearing to be a daredevil, he performed many feats in the air that were as thrilling as any ever seen in this or any other country.  
Last fall Beachey gave a flight in Washington that eclipsed anything ever seen here. The morning of September 28, in a small biplane, he looped the loop half a dozen times over the Capitol, repeated the feat over the State War and Navy building and the White House, and then, apparently losing control of his machine while at an elevation of nearly 2,000 feet, shot toward the earth, to right the machine and land lightly as a bird, after watching which many believed he was falling to instant death.

At that time a report was sent out, contradicting a few moments later, that Beachey had lost his life while performing his evolutions.

This flight, starting at the White House and ending at the State War and Navy building, was one of the most spectacular exhibitions Beachey ever gave. It was given at the aviator's own expense, as a demonstration for the benefit of members of Congress, the War and Navy Department officials and others of the practicability of the aeroplane and its safety and maneuverability when handled by experts.

President Wilson watched the cork-screw and somersaulting evolutions from the south front of the White House.  
In a statement to a reporter for The Star after the flight Beachey declared that no aviator who kept his head under all conditions was ever in danger of accident. Every catastrophe, he said, in which the aviator lost his life could be attributed to the fact that at the crucial moment the aviator for an instant lost control of his machine, but of himself.

"Man, in a well constructed aeroplane, can fly under any weather conditions," Mr. Beachey asserted. "He can purposely lose control of his craft, and then regain control before crashing to the earth."  
Apparently, it was while performing this feat at San Francisco that Beachey failed to regain control of his monoplane, some undiscovered weakness in the construction of the monoplane resulting in the collapse of the machine and the death of the aviator in San Francisco bay.

Food Reasonable at Lod.  
Correspondence of the Associated Press.  
BERLIN, February 28.—The German military governor of Lodz has posted the maximum prices that are allowed to be charged there for the necessities of life. The following specimens indicate that prices are not unduly high, so far as mere prices go: Veal, 13 cents a pound; mutton, 11.7; wheat flour, 8.17; rye flour 6.8; and sauer kraut, 2.5. The meat prices are not half so high as at Berlin, but no mention is made of how much provisions can be bought by the people of Lodz at the prices mentioned.

## ROCKVILLE AND COUNTY NEWS ITEMS AND NOTES

Special Correspondence of The Star.  
ROCKVILLE, Md., March 15.—The March term of the circuit court for this county began here this morning, with Judge Edward C. Peter on the bench and grand and petit juries in attendance.

The following number of cases are docketed for trial at this term: Criminal, 16; appeals, 47; trials, 45; recognizances, 14; judicial, 2. Civil cases will first be taken up, and Thursday, March 25, the criminal term will begin. The number of criminal cases will be largely increased by the work of the grand jury which convened today.

Samuel L. Davis, twenty-five years old, and Miss Clara M. Hammond, aged eighteen, both of Great Falls, this county, were married in Rockville Saturday afternoon, leaving for Washington immediately after the ceremony.

Funeral Services.  
Funeral services for Miss Ida A. Gangwer, for many years a resident of Washington, were held at 11 o'clock this morning at the home of Mrs. Frank A. Spencer here, where she had made her home several years. Rev. John R. Henderson, pastor of the Presbyterian church, officiated. Burial was in Rock Creek cemetery, Washington.  
The funeral of Mrs. Harriet A. Cashell, widow of Hazel B. Cashell, for a number of years a judge of the orphans' court for this county, who died Friday at Ruth Glen, Va., where she had been living several years, took place at 2 o'clock this afternoon from the home of her son, F. Hazel Cashell, near Reisterstown, this county. Rev. Ernest L. Woolf of Brightwood, D. C., conducting the services.

## NAVY IS READY TO BUILD AEROPLANE FACTORIES

Planning Also to Construct Small  
Dirigible to Be Carried  
Aboard Ships.

Congressional approval is all that is needed for the establishment of government aeroplane-manufacturing plants at Philadelphia and New York. Plans for such factories have been prepared by the Navy Department, each to cost about \$20,000 and each capable of turning out two or three machines a month at a cost of about \$6,000 apiece.  
Though the War Department some years ago purchased a small dirigible balloon, army officials have never felt carried in developing the type of aircraft and have concentrated all their efforts on the aeroplanes. The navy, however, is about to embark on a set of experiments to determine the availability of the dirigible for use on shipboard. The ability of that kind of air craft to hover for a long period over one spot, such as the entrance to a harbor, or near a parent battleship, is believed to be a valuable feature.  
Specifications have been prepared for such a machine, upon which proposals will be invited. By comparison with the giant Zeppelins of Germany, this will be a miniature air craft, with a length of 175 feet, a height of fifty feet and a width of thirty-five feet. It will be able to lift a crew in addition to its crew and supplies of oil or gasoline and will have a speed of twenty-five miles an hour for cruising.

The designers have had in mind plans for the quick disassembling of this airship and its carrying in small, separate parcels, which may be carried on one of the naval transports, or even on a battleship.

Sharks Devour Maryland Man.  
BALTIMORE, March 15.—Thomas Skinner, supervisor of Spring Grove State Hospital, Catonsville, received a telegram yesterday from the British Consul informing him of the drowning of his youngest son, Frederick Skinner. In a letter, written about a week ago, Mr. Skinner was a chef on an English vessel, and from what could be learned from the media details he was swept overboard while casting refuse into the water during a storm. Before assistance could reach him he was drowned. He was born in Catonsville and was thirty-four years old.

Consistent.  
From the Brooklyn Citizen.  
Brown—Why is your daughter going to talk against the permanence of a republic in that college debate?  
Smith—Because she thought the advocacy of a republic would not go well with her new empire gown.

## SHIPS TO BE EXAMINED FOR UNNEUTRAL CARGOES

Government Determined to Make  
More Rigid Inspections—British  
Embassy Complains.

Ships which clear from American ports are to be examined closely, to determine that their manifests conform to their cargoes. The government is determined to make even more rigid than ever the precautions against violations of neutrality.

While such orders earlier in the progress of war were issued to all collectors and no new general orders have been issued on the subject, it is understood that Assistant Secretary Andrew J. Peters, in charge of customs at New York and Boston to check up the documents of any vessel applying for clearance, and to make any investigation that will satisfy them that the papers conform to cargoes and that no attempt to violate neutrality laws is being made. Assistant Secretary Peters was in New York Friday afternoon.

Cases May Be Referred Here.

The case will probably be referred to Washington where there is reason for the conclusion that a ship asking for clearance papers is planning evasion of neutrality.

The collector of customs, however, will be relied upon to handle each situation as it arises, with wide discretion as to the course to be pursued.

The British embassy is known to have called attention of the State Department to what appears to be lax administration of the law, as indicated by recent indictments in New York in connection with ships which are alleged to have furnished coal at sea to German warships. Customs officials a few days ago investigated reports of a plot to hurry interdicted German merchant steamships from New York to sea.

Many other reports, all concerning attempts to evade the neutrality laws, have been investigated by the State and Treasury departments. These have led to the decision to tighten the lines wherever possible.

## CIVIC LIFE IN BERLIN HELD NEARLY NORMAL

Birth and Death Rate Practically  
Same in 1914 as in 1913—Build-  
ing Falls Off 50 Per Cent.

Correspondence of the Associated Press.  
BERLIN, February 28.—Only in the number of hotel guests, passengers transported on street cars and buildings constructed has the normal civic life of Berlin varied materially within the last year, according to figures just compiled. The birth and death rate and the number of marriages during December, 1914, were approximately the same as in 1913.

The figures show that 73,400 guests registered at Berlin hotels in December, 1914, or 20,000 less than the year before. Similarly, the street car lines carried only 45,000,000 passengers during the same period, as against 55,000,000 in 1913. The number of buildings on which construction was started was reduced by 50 per cent.

There were 1,421 marriages in December, 1914, compared with 1,533 in 1913; 3,139 births, as against 3,000, an equal number, and 2,775 deaths in 1914, in comparison with 2,467 in December, 1913. Fires decreased by 50 per cent, from 1,200 to 600. The December, 1913, savings bank deposits were increased in 1914 by 135,000 marks (\$33,750).

Japan's Ships to Touch at Balboa.  
Correspondence of the Associated Press.  
PANAMA, March 2.—The Toru Kisen Kaisha, one of the leading Japanese steamship lines, has arranged to make Balboa a port of call on its sailings from Japan to the ports along the west coast of South America. It is not contemplated that the steamers will visit the ports on the east coast, and thus pass through the Panama canal. This probably will be done after the west coast trade has become firmly established. The ships will sail from Yokohama and touch at Hongkong, Honolulu and California ports, thence down the Mexican coast to the Central American ports, stopping at Balboa, from where they will depart for South America.

## THE GREATER PALAIS ROYAL

A. LISNER. Hours: 9 to 6. G STREET.

## Spring "Opening"

With three days of complimentary prices—the practical  
Souvenirs of the occasion—Monday to Wednesday,  
March 15 to 17.

The Suits Pictured \$15  
—And Nearly 100 Others, Worth to \$25.

"Opening days" here mean much to the makers who supply the Palais Royal. Success with the store means more business for them, and thus the great firms who have been in friendly and profitable touch these many years are quite willing to help along the present "Opening." These Suits are from the leading New York makers, who feature reproductions and adaptations of imported garments.

Sent here at a complimentary price, passed on to Palais Royal patrons as souvenirs of the "Opening."

## A Word Picture of Them

Not \$15 Suits—The tailoring and the quality of the peau de cygne silk lining will tell you. The high grade of the trimmings is also eloquent—braid motifs, Persian and other collars and cuffs, some of detachable white pique; some with taffeta silk stitchings; all with buttons of character. Materials, black and white suitings, pin stripe fabrics, covert cloth, gabardine, poplins and unfinished worsteds. New colors as well as navy and black.  
Third Floor—6 elevators.

World's Most Famous Corsets \$3.00 Standard at \$5 to \$10  
Fasso, Nemo, Binner, La Premiere, Lyra, La Adria. On Third Floor—Adjoining Suit Department.



Samples Few Worth Less Than \$5.00 \$2.98

In THE FRENCH ROOM, one of the late additions made possible because of the newly greater building. The "French Room" has been filled with French lingerie, negligees and brides' trousseaux, some at prices that soar to the highest. Third Floor—6 elevators.

The Negliges at \$2.98 Are Complimentary.

They come from the makers and importers who wish to show appreciation of late great orders. \$2.98 will be judged a complimentary price—when the garments are seen. Of seco, china and crepe de chine silks, made up in Parisian and oriental effects, some trimmed with fine laces and ribbons.

Real \$5.00 Silk Petticoats for Only \$2.98.

Materials include peau de cygne, taffeta and satin; some with silk jersey top and elastic waistbands; regular and extra sizes.

## House Dresses, Spring Poems, Complimentary at \$1.00

One-piece Voile Dresses, White Ground Dotted With Figures in Colors. Third Floor—Near to the French Room.

## The Hat You Have Been Sighing For

These "Opening Days"—today and until Wednesday—the \$10.00 to \$15.00 Hats are being offered at complimentary prices. If you have been a visitor to the Millinery Department of late and if there is a hat here you are sighing for, now is your chance.

Tomorrow \$12.00 \$10.25 \$8.00  
On Second Floor. \$15.00 Hats. \$12.00 Hats. \$10.00 Hats.

Adaptations of the newest Paris Hats, small, medium and large. Any \$15.00 Hat for \$12.00, any \$12.00 Hat for \$10.25, any \$10.00 Hat for \$8.00. And note that many new hats have been added to the many already here.

If You Prefer a Hat Made for You

—then find the \$3.95 Untrimmed Hats complimentary at \$2.95; the trimmings at 82c instead of \$1.00; 62c instead of 75c; 42c instead of 50c.

Spring Style \$1.00 Gloves 92c The Newest of the New  
Glaze Kid and Some New Silk Gloves. Fabric Reindeer, Doeskin and Chamois Gloves.

## \$1.00 for Blouses to Delight You

Various \$5.00 Blouses. \$3.75 —A Complimentary Price.

Think of only \$1.00 for Seco Silk Blouses with candy stripes. And of \$1.00 for Stripe Voile Blouses with dainty lingerie collar and black satin bow tie! The \$5.00 Blouses—complimentary at \$3.75 during the "Opening"—include superb crepe de chine models, new military effect and many with touches of rarely beautiful embroidery. Many others—since the opening of this newly large Specialty Shop on this Third Floor a feature has been made of \$5.00 Blouses and their reputation is now assured in all Washington homes graced by women. Note—\$3.75 only during this spring "Opening."

Silk Hose, 29c  
50c Quality.  
Silk Boot Hose, in black, white, navy, sand, putty and gray.  
Street Floor—New Building.

The Palais Royal  
A. LISNER. Hours: 9 to 6. G STREET.

Silk Hose 59c  
Complimentary.  
Pure Silk Hose, plain and embroidered. Values, 75c and \$1.00, at only 59c.

## Building Better Babies

means a better crop of stalwart men to grapple with the problems of war or peace—and they cannot be built with books and sermons alone. The best food for growing boys and girls is

## Shredded Wheat

because it contains every element the human body needs for building sound teeth, strong muscle and good brain, prepared in a form that is easily digested. Better than porridges for youngsters and grown-ups.

Two Shredded Wheat Biscuits, heated in the oven to restore crispness, served with hot milk or cream, make a complete, nourishing, satisfying meal at a total cost of five or six cents. Also delicious with fruits. TRISCUIT is the Shredded Wheat Wafer, eaten as a toast with butter or soft cheese, or as a substitute for white flour bread or crackers.

Made only by  
The Shredded Wheat Co., Niagara Falls, N. Y.